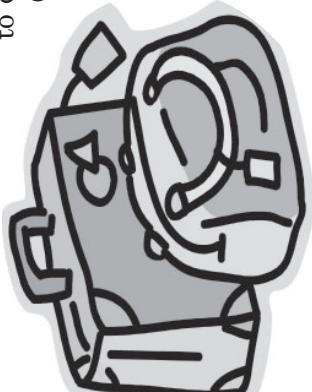


Project Alternatives Addressed in the EIR

The EIR will evaluate project alternatives providing various levels of facilities improvements at the Airport. The level of analysis will vary from a comprehensive evaluation to a "fatal flaw" evaluation, which would discuss why certain alternatives were not carried forward. The EIR will consider the following four project alternatives. It should be noted that, as a result of the AAC process and City Council decision, these project alternatives differ from those originally proposed. All alternatives will be evaluated with 52 commercial and 25 commuter flights because these levels of service could occur without any project-proposed improvements and will result from airline decisions to optimize flight operations under the City's Airport Noise Compatibility Ordinance rather than the availability of specific terminal facilities.



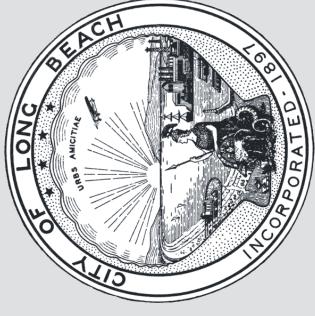
- No Project Alternative (Alternative C)-- This alternative assumes no new facilities are constructed. There would be no changes to existing facilities; however, it must be recognized that the off site leased parking may not be available in the future. This alternative assumes a total of 58,320 square feet of terminal space, including ongoing use of temporary facilities (north and south holdrooms).

2003 NOP Alternative (Alternative A)--This alternative reflects the improvements assumed as part of the NOP circulated in 2003. However, the City Council directed that the number of gates and airport parking spaces evaluated for this alternative be the same as the proposed project. This alternative assumes a total of 97,545 square feet of terminal space.

- Reduced Facilities Improvements Alternative (Alternative B)-- This alternative assumes reduced terminal facilities. A total of 79,725 square feet of terminal area would be provided. The number of gates and aircraft parking spaces would be the same as the proposed project.
- No New Construction and Removal of Temporary Facilities Alternative (Alternative D)-- This alternative assumes the removal of the temporary facilities (north and south holdrooms) and utilization of the existing terminal to accommodate passengers. This alternative assumes a total of 34,570 square feet of terminal space.

Environmental Impact Report Scoping Meetings for the Long Beach Airport Terminal Improvements Project

April 28 & May 7, 2005



Welcome

The City is currently preparing an Environmental Impact Report, or EIR, for proposed terminal area improvements at the Airport. An EIR is an information document which is prepared to disclose the potential environmental impacts of a proposed project.

The EIR preparation process began in October 2003 when the City circulated a Notice of Preparation ("NOP") and held scoping meetings on the original concept for airport terminal improvements. The City received 217 responses to the NOP, most of which focused on flight operations, air quality, health risk, noise, cumulative impacts and land use. Recognizing intense public interest in the project, the City Council asked the Airport Advisory Commission ("AAC") to provide direction on both the scope of the project and the scope of the EIR. The AAC held a series of open meetings and accepted public comments from November 2003 to July 2004, then formulated recommendations for the City Council. On February 8, 2005, the City Council approved a revised project concept and EIR scope and determined that a new NOP should be prepared. That document is the subject of today's meeting. Today's scoping meeting is the beginning of the EIR preparation process. Members of the public are encouraged to comment on the types of impacts they anticipate from the proposed project and would like to see addressed in the EIR. Please note that previous comments made in response to the previous NOP will be incorporated into the EIR. Comments regarding the perceived merits or flaws of the project are not appropriate at this time. The opportunity for those comments will come later, after the EIR is completed, and before the Planning Commission acts on the proposed project.

The EIR will be prepared in compliance with the California Environmental Quality Act (CEQA) and will, therefore, fully analyze and disclose the project's potential environmental impacts. An EIR does not represent project approval or denial. The City, as lead agency for the proposed project, will decide whether to approve or deny the project after the EIR is completed and after the public has had an opportunity to review and provide comments on the EIR. Comments on the EIR will be accepted both in writing and verbally, at a public hearing which will be scheduled to occur during a Planning Commission meeting this fall. All comments received during public review of the EIR will be presented to the Planning Commission.

What Issues Will Be Addressed in the EIR?

The full scope of the EIR will not be determined until the public scoping and NOP process is complete; however, based on the initial review of the project, the following issues have been identified for evaluation:

- Aesthetics
- Hazards and Hazardous Materials
- Air Quality
- Health Risk Assessment
- Cultural Resources
- Land Use and Planning
- Transportation
- Noise
- Public Services

Detailed information about these issues can be found in the Notice of Preparation (NOP) for the proposed project, which is posted on the Airport's website at <http://www.lgb.org>.

Additional Opportunities for Providing Input during the Scoping Process

Not ready to share your comments today? Have more you'd like to say? We invite you to send written comments to City's Planning and Building Department at the following address through the close of business, May 16, 2005:

Ms. Angela Reynolds, Environmental Officer
Planning and Building
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Scoping comments can also be e-mailed to airporteir@longbeach.gov through May 16, 2005. If e-mail comments are submitted with attachments, the attachments should be delivered separately, in writing, in person or by regular mail, to the address specified above. The virus protection measures of the City's e-mail system, and the variety of potential formats for attachments, limit the City's ability to receive attachments delivered by e-mail.

Why Are the Terminal Improvements Needed?

The existing Airport terminal was built in 1941 to serve approximately 25,000 annual commercial airline passengers. In 1984, a new concourse area and pre-boarding lounge were constructed to provide capacity for 15 daily flights, better accessibility for patrons with disabilities, improved mobility in passenger screening areas, and enhanced ticketing and check-in. At that time, the Airport served approximately 1.1 million annual passengers. Between 2001 and 2004, the number of passengers using LGB increased from 600,000 to almost 3,000,000 per year. Because existing facilities were not adequate to accommodate this level of activity, the Airport constructed two temporary holdrooms, a temporary remote parking lot, and a new baggage claim area. The Transportation Security Administration (TSA) initiated passenger screening operations at the airport in October 2002 and baggage screening operations in January 2003. TSA has requested additional facilities at the Airport to more effectively provide these services.



Anticipated Project Schedule

The EIR is expected to be available for public review in Spring 2006 and hearings will begin in late summer or early fall 2006. The following are the anticipated timeframes for the EIR process:

<u>Task</u>	<u>Timeframe</u>
Notice of Preparation review period	April 14- May 16, 2005
Public Outreach/Scoping meetings	April 28 and May 7, 2005
Draft EIR available for 45-day public review	Fall 2005
Public Workshop	Fall 2005
Responses to Comments prepared	Winter 2006
Public hearings begin - Winter 2006	Winter 2006

The Proposed Project

The key objective of the proposed project is to provide airport terminal facilities to accommodate the minimum permitted number of flights at the Airport as well as the number of passengers served by those flights, in full compliance with all applicable standards including the City's fire, building, and safety codes and TSA's security requirements. Associated with that objective is the commitment to comply with the City's Airport Noise Compatibility Ordinance and maintain the current character of the Airport as a Long Beach Cultural Heritage Landmark. Improvements are proposed to the thirteen areas listed and described below:

- Holdrooms-- To accommodate existing and projected passenger levels, the existing 13,150 square foot temporary holdroom would be replaced by 21,171 square feet of new permanent floor space resulting in a total of 27,671 square feet of holdroom space.
- Concession Area-- Currently, the Airport has 5,460 square feet for concessions. The proposed project would increase concession space to 15,001 square feet.
- Passenger Security Screening-- The current passenger security screening area is 3,900 square feet. The proposed project would add 7,000 square feet, resulting in a total of 10,900 square feet devoted to passenger security screening.
- Restrooms-- The Airport has 1,330 square feet of restroom area in non-secure portions of the terminal. An increase of 2,000 square feet is proposed, for a total of 3,330 square feet of restroom area.
- Office Space-- Office space, to serve the needs of the TSA, the airlines, and Airport administrative staff, would be provided within the proposed terminal area. The combined office space would increase from the current 12,570 square feet to 22,945 square feet.
- Airline Gates-- The airport currently has eight aircraft gates for passenger loading and unloading. Three additional gates are proposed to enhance operational efficiency, for a total of 11 gates.

• Baggage Security Screening-- The Airport currently provides no structure for conducting baggage screening. The proposed project would provide TSA with a 7,000 square feet enclosed structure for this activity.

• Baggage Conveyance Devices-- The Airport has 226 linear feet of passenger side baggage claim devices and 180 linear feet for airline baggage loading. The proposed baggage claim area would provide a total of 510 linear feet for passenger side baggage claim and 310 linear feet for airline baggage loading, for a total of 820 linear feet of baggage conveyance devices.

- Vehicular Parking-- The project proposes construction of a new parking structure, which would eliminate the need for off-site leased parking. A total of 6,286 vehicular parking spaces, including 1,351 new parking spaces, would be provided at the Airport.
- Traffic and Pedestrian Circulation-- Proposed improvements would include (1) extending the south side of the Donald Douglas Drive loop to exit onto Lakewood Boulevard and (2) adding to and/or modifying signage, lighting and pavement markings to aid in the safe movement of vehicular and pedestrian traffic through the parking structures, lots and terminal area. New and/or modified walkways, some of which would be covered by canopies, are also proposed for the public side of the terminal building, between parking lots and the terminal.

• Ticketing Facilities-- Expansion of the existing ticketing facilities (ticket counter area, ticket counter queuing area, airline ticket offices, and ticketing area circulation) is proposed to accommodate existing demand at the Airport. The combined space for ticketing operations would increase from 8,410 square feet to 14,833 square feet.

• Aircraft Parking Positions-- The Airport currently has 10 aircraft parking positions. The EIR will address increasing this to between 12 and 14 aircraft parking positions.

- Service Office-- The Airport does not currently have a baggage service office. The proposed project would allocate a total of 1,200 square feet for this use.
- Restrooms-- The Airport has 1,330 square feet of restroom area in non-secure portions of the terminal. An increase of 2,000 square feet is proposed, for a total of 3,330 square feet of restroom area.
- Office Space-- Office space, to serve the needs of the TSA, the airlines, and Airport administrative staff, would be provided within the proposed terminal area. The combined office space would increase from the current 12,570 square feet to 22,945 square feet.
- Airline Gates-- The airport currently has eight aircraft gates for passenger loading and unloading. Three additional gates are proposed to enhance operational efficiency, for a total of 11 gates.

Design would begin following completion of the EIR. It is anticipated that construction of the improvements would begin approximately one year following completion of the EIR, however, phasing of the proposed improvements would be determined based on availability of funding and service priorities. Construction would be phased to minimize impacts to operations at the Airport.

